

BARRIO WORKSHOP SUMMARY REPORT



March 2011

INTRODUCTION

As part of Envision Carlsbad Phase 2, a 2 ½ hour workshop was held on March 10, 2011 beginning at 6:00 P.M. at the City of Carlsbad Senior Center. Approximately 85 community members participated. Input obtained during the workshop will be considered during the General Plan update process. The objectives of the workshop included:

- Identifying the cultural core of the Barrio and location of other important sites and features
- How to enhance the neighborhood's culture and identity
- Where to locate new multifamily housing to meet the city's Housing Element goals
- How tall should new housing be
- What other land uses are desirable
- How to improve connections to the beach and adjacent neighborhoods
- How to improve bicycle and pedestrian circulation
- How to improve street character/streetscape

The workshop was announced through media release, the city's website, and direct mailing to residents and property owners within the Barrio neighborhood and within 600' of the neighborhood. The workshop consisted of a short presentation on workshop objectives and background material, followed by three facilitated small-group exercises focused on the objectives listed above.

This summary report includes:

- A summary of the common themes that were expressed by workshop participants
- The notes and a copy of the maps from each of the nine small-group tables
- A copy of the comment forms received at the end of the workshop
- A copy of a letter received the day after the workshop (dated March 11, 2011, from Richard Norman, addressed to Gary Barberio, Community and Economic Development Director)

SUMMARY

CULTURAL AND HISTORIC CHARACTER

Identifying the cultural “core” and other important sites/features

In general, workshop participants identified the cultural core of the Barrio as being bounded by Oak Avenue, Chestnut Avenue, Harding Street and Roosevelt Street. Within this broader area, some groups saw the area directly around Walnut Avenue and Roosevelt Street (surrounded by Lola’s, Ramirez House and other older buildings) as the core, while others saw the Pine Park and Chase Field as the primary community amenities and the core of the Barrio. One group did not see the need to identify a Barrio core—this group felt that the Village forms the core for the Barrio.

In regard to other important sites and features, most groups identified Lola’s, Pine Park, Chase Field, the Senior Center, and the Barrio Museum.

How to Improve the Barrio?

Groups offered a variety of ideas to improve the Barrio. Most groups felt that more should be done to preserve significant older buildings and to repair or demolish buildings in poor condition. In addition, streetscape improvements, signage and community activities (such as a fiesta, street fairs and concerts in the park) were offered as suggestions. Many groups indicated that the Barrio Museum needs to be repaired/upgraded. However, one group indicated that city money should not be directed toward a private museum; if city money is used to upgrade the museum it should be a public museum.

LAND USE OPPORTUNITIES

Location/height of new multifamily housing

Two out of nine groups felt that the Barrio should not have additional higher density/multifamily housing. A couple of other groups had a mixed response—some people in the group not wanting more multifamily housing and some people not opposed to it. However, most groups were either supportive of more multifamily housing or were at least willing to identify preferable locations for such housing. One group indicated that the Barrio had not seen investment in the past decade, and higher densities were needed to foster economic revitalization and upgrading and/or re-use of existing buildings.

Generally, most groups indicated the higher density multifamily housing should be located along the freeway (east of Harding) and near the railroad. Some groups also indicated an appropriate area for such housing would be the area north of Jefferson Elementary School, south of Chestnut, and between the railroad and Roosevelt Street/Magnolia Avenue. Several groups indicated that apartments would not be preferable, but townhomes, condominiums or row homes would be more preferable. Most groups felt that the geographically central portion of the Barrio—bounded by Pine Avenue, Magnolia Avenue, Roosevelt Street and Harding Street—would not be a preferable location for new multifamily housing and should generally have lower densities.

Some groups indicated that more senior housing was needed (particularly near the Senior Center and Pine Park).

In terms of building heights, seven groups specified appropriate building heights and/or number of building stories. Generally, there was a mix of support for two stories maximum up to three or four stories maximum. Some groups that preferred two stories also indicated a maximum height of 35 feet, and some who supported three to four stories indicated a maximum height of 45 feet. Most of the groups that supported three to four stories also specified that those heights would be appropriate for multifamily or mixed use development along the freeway or railroad (in the areas where multifamily housing was identified as appropriate). Several groups indicated that the central Barrio area should have a two-story and 35 feet maximum.

Other Uses

In terms of other desired land uses, a common theme was that the city should “complete Pine Park.” In addition, several groups indicated support for mixed use development along Roosevelt Street and Harding Street. There was a range of other desired land uses identified, including community garden, community pool, and a skate park. There was some mention of a desire for more retail, such as along the freeway and Roosevelt north of Walnut, but there was also opposition to any additional retail, because of perceived potential traffic and parking issues and some felt the Village provides sufficient shopping opportunities.

Parking

The issue of parking came up repeatedly. Most groups felt that the Barrio was under-parked. A variety of suggestions were offered, dealing with both private and public parking. These included eliminating or reducing parking requirements for narrow lots, allowing tandem parking to be counted, and restriping streets to include diagonal parking or even along medians, to increase parking availability in the neighborhood.

CONNECTIVITY AND STREETScape IMPROVEMENTS

There was near unanimity among the participants that connections to the surroundings—especially the beach—need to be enhanced, and streetscapes need to be improved for appearance as well as pedestrian safety. Almost everyone agreed that an underpass/overpass at Chestnut Avenue across the railroad tracks is desirable, with some mentioning that the needs of seniors in accessing this connection should be considered, and sidewalks leading to the connection improved.

Participants agreed that many of the streets are wide, and traffic speeds quickly through the neighborhood. Traffic calming was a popular solution, with several groups mentioning use of additional roundabouts/circles. Undergrounding utilities, adding more street lights, planting consistent street trees, and adding/improving sidewalks all got multiple mentions. There was some mention of need for additional bikeways and one group mentioned small buses/shuttles catering to the mobility needs of senior citizens was needed.

TABLE NOTES AND MAPS

TABLE 1 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core” - Pine Park and Chase Field • Important features: <ul style="list-style-type: none"> ○ Lola’s ○ Museum 	<ul style="list-style-type: none"> • High density north of Jefferson Elementary (from tracks to Jefferson St), including the large parcels in the southwest • Mixed use along freeway – 3 to 4 stories • Restaurants along Chestnut Ave • Food concessions at ballpark • Update Barrio Museum • Community garden • Pool 	<ul style="list-style-type: none"> • Decorative, pedestrian friendly walkway along Roosevelt St and Chestnut Ave • Safe railroad crossing at Chestnut Ave • Traffic circles for calming • Agree with streetscape recommendations of other groups



TABLE 2 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core”: • One group favored the intersection of Walnut Ave and Roosevelt St. That COULD become the core, IF the buildings were fixed up. ○ Others thought that Chase Field, Pine Park and the Senior Center represent the core of the Barrio. This area is significant to the region, not just the Barrio. 	<ul style="list-style-type: none"> • Two areas for high density housing/mixed use (45’ height max; 3 stories): <ul style="list-style-type: none"> • East of Harding St between Oak and Pine avenues • Between Roosevelt St/Magnolia Ave and the railroad tracks, south of Chestnut Ave/north of Anchor Way. • 35’ max – all other areas • More flexibility on housing density • Condos preferred over apartments • Prefer no underground parking • Community gardens • There has not been much investment in Barrio in the last 20 years, so we need the densities to get investment 	<ul style="list-style-type: none"> • Quiet zone needed at Tamarack Ave and railroad • Overpass at Chestnut Ave and railroad • Traffic calming at Chestnut Ave/ Roosevelt St and Walnut Ave/ Roosevelt St • Pedestrian friendly streets: <ul style="list-style-type: none"> • Sidewalks • Traffic calming: <ul style="list-style-type: none"> ▪ Decorative pavements ▪ Narrow streets ▪ Roundabouts ▪ Medians (landscaped) • Greenbelts • Underground utilities

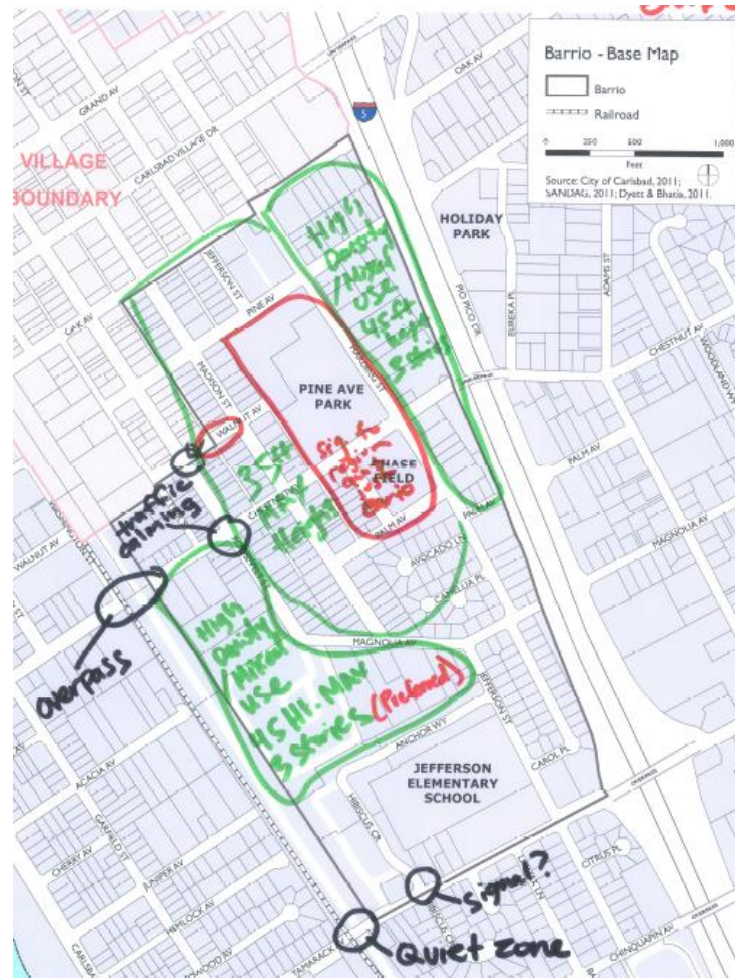


TABLE 3 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • Don't need a core in Barrio. Village is the core center—we can use the Village • Important features: <ul style="list-style-type: none"> • Lola's • Museum ○ Park 	<ul style="list-style-type: none"> • Some thought the Barrio has too many multifamily dwellings – no need for more • Others thought multifamily dwellings should be located along the freeway or railroad • 2 stories maximum • Remove empty gas station on Tamarack Ave – replace with retail • Mixed uses – resident serving businesses on bottom floor and residential on 2nd floor • Community garden for Barrio • Remove eye sore on Roosevelt St (steel building) • Park should be finished • Formal garden (like a rose garden), with places to sit • YMCA – small scale, swimming pool • Quaint – “Village like” 	<ul style="list-style-type: none"> • Install sidewalks and trees • Manmade lakes with greenbelt • Clean streets and alleys • Parking restrictions on front yard • Restrict street parking on some main streets and replace with bike paths separated from cars • Underground utilities • Reduce front yard setback to allow a front porch • Architecture streetlights and addition of more lights • Access to the beach from Chestnut Ave • Streetlights • Walking trails • Bike path marked on the street • Sidewalks with trees • Underground utilities • Improving street character would encourage home owners to move back into the Barrio (most owners live elsewhere)

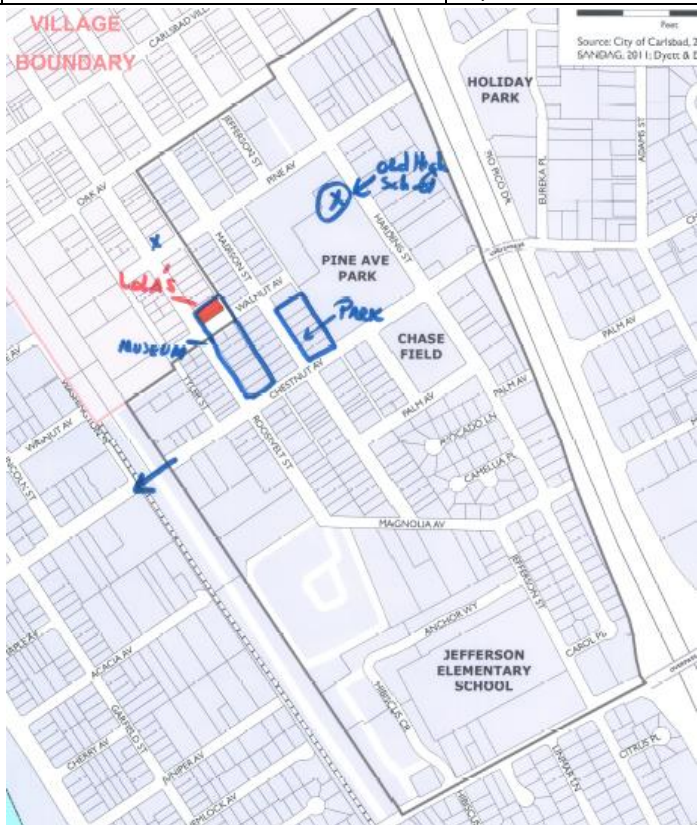


TABLE 4 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core” – intersection of Roosevelt St and Walnut Ave • Important features: <ul style="list-style-type: none"> ○ Lola’s ○ Barrio Museum (needs to be renovated) ○ Historic homes, like the Ramirez House ○ Chase field • Improve landmarks • Enhance Mexican-American style 	<ul style="list-style-type: none"> • Higher density along the tracks and freeway • 2 stories, maximum 3 stories • Parking issues needs to be addressed • Live work units • Professional space • Open space • Light retail/mixed use • Bring back the Fiesta del Barrio • Property west of Pine Park (Madison St lot): Could be used for event parking. • Native plants/community garden • Add community pool (indoor) 	<ul style="list-style-type: none"> • Chestnut Ave bridge at railroad with a unique statement that says it’s the Barrio • Roundabouts • Extend the sidewalks at the intersections (bulbouts) to increase pedestrian visibility • More benches • Beautification through public art • Pedestrian lighting • Underground utilities • Wider sidewalks



TABLE 5 NOTES		
Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core” - Pine Park and Lola’s: toss-up between the two. • Preserve Lola’s, museum, pool hall building • Preserve vintage homes 	<ul style="list-style-type: none"> • Struggle with density. Don’t want apartments • Talked about encouraging row-homes • 50’ wide lots could be split into 25’ lots, with rowhouses, parking access from alley • Location/height of multifamily <ul style="list-style-type: none"> • Along freeway (east of Harding) and along Madison • 2 stories/35’ max (allow roof decks) • East of Harding –3 to 4 stories (45’ max) • More mixed-use on Roosevelt St, north of Lola’s to Village • Industrial uses to stay on Tyler St. • Accommodate youth and cultural activity • Finish Pine Park • Pine Park - more activities like craft shows, farmers markets, small concerts, etc. • Skate park 	<ul style="list-style-type: none"> • PRIORITY - Rail crossing at Chestnut Ave • Traffic calming on Madison St- roundabouts • Street signs that are unique: historical markers. • Decorative streetlights • Extend rail trail to Village • Fix sidewalk along Chestnut Ave • Enhance access under I-5 (Chestnut) • Traffic concerns near Jefferson Elementary (entrance improvements) • Maintain and improve access to commercial etc (I-5/Oak Ave) • All lots have City ROW in front. Some owners do a good job in maintaining it, others don’t—city assistance with landscaping would be great

TABLE 5 MAP 1



TABLE 5 MAP 2



TABLE 6 NOTES		
Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core” – between Pine Ave and Chestnut Ave/ Roosevelt St and Harding St • Important features: <ul style="list-style-type: none"> ○ The people (a lot of 3rd /4th generation families in the area) ○ Corner of Madison St and Walnut Ave ○ Pine Park and Chase Field ○ Boys Club • Barrio museum - split opinion – if we are going to keep it, then fix it up 	<ul style="list-style-type: none"> • Don’t replace single family with multifamily • Keep zoning as is • Density needs to match zoning • Don’t want cracker box houses – want every house to be unique • Need site by site assessment to evaluate quality of buildings – if it’s run-down/bad condition, then tear it down • Make standards more flexible • Make it easier to maintain and upgrade homes • Do away the requirement for garage (for lots with widths of 50’ or less) • Allow tandem parking to count toward parking requirement • Allowing two driveways (circular driveways)—where lots are 50’ wide. • Make it more affordable to build modular homes • Do more to get grants to help people with their properties • Improve infrastructure • Finish Pine Park • Don’t need more commercial uses • Don’t want change • More activities like Jazz in the Park and street fairs • I-5 expansion will impact how we feel about things—need more information 	<ul style="list-style-type: none"> • Need more and better street lights • Need better traffic management/calming • Undergrounding utilities. Roosevelt St and Madison St have been undergrounded. • Improve gas and water lines (in some cases they are stacked vertically) • Need street sweeping in alleys • Want a crossing at Chestnut Ave

TABLE 6 MAP 1

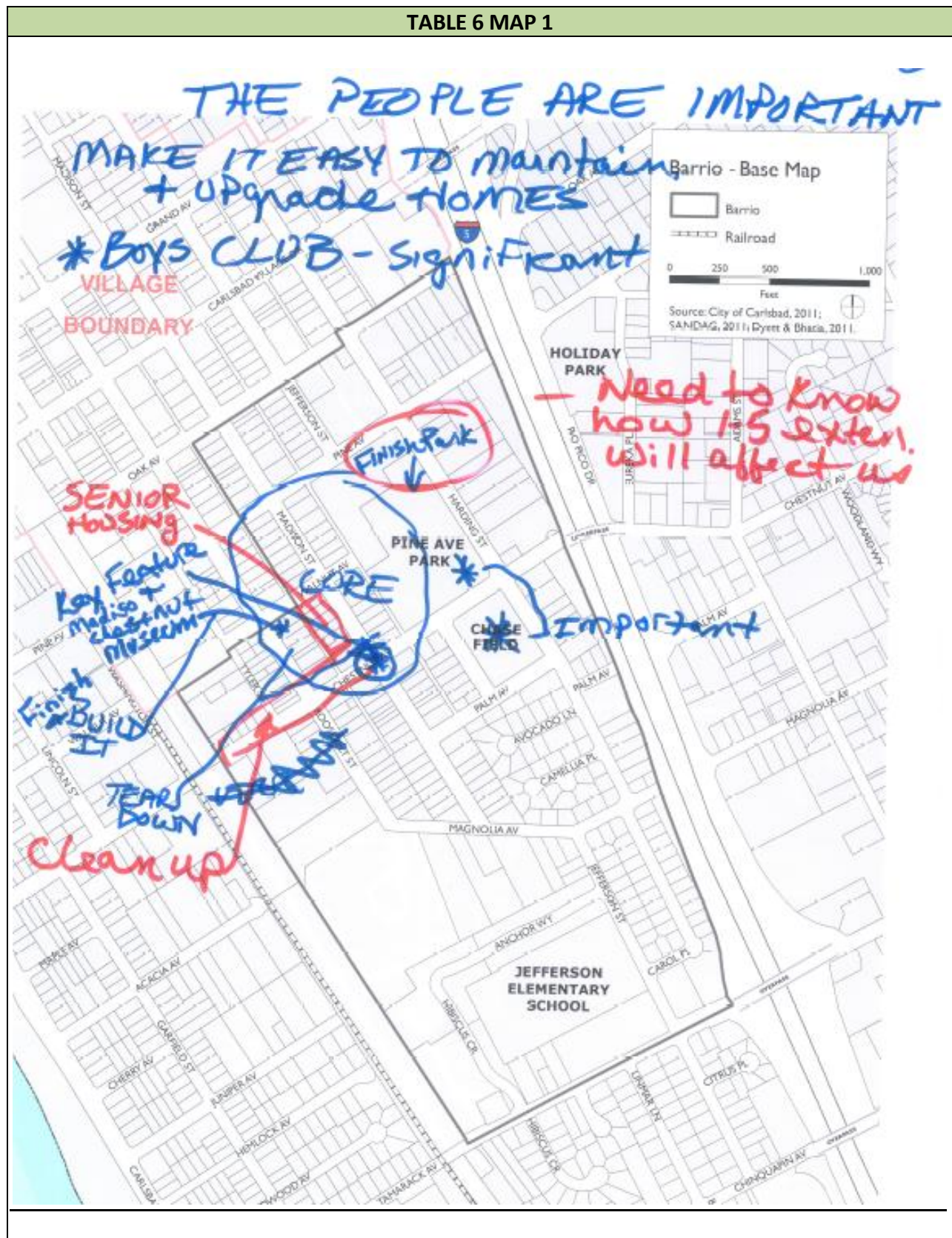


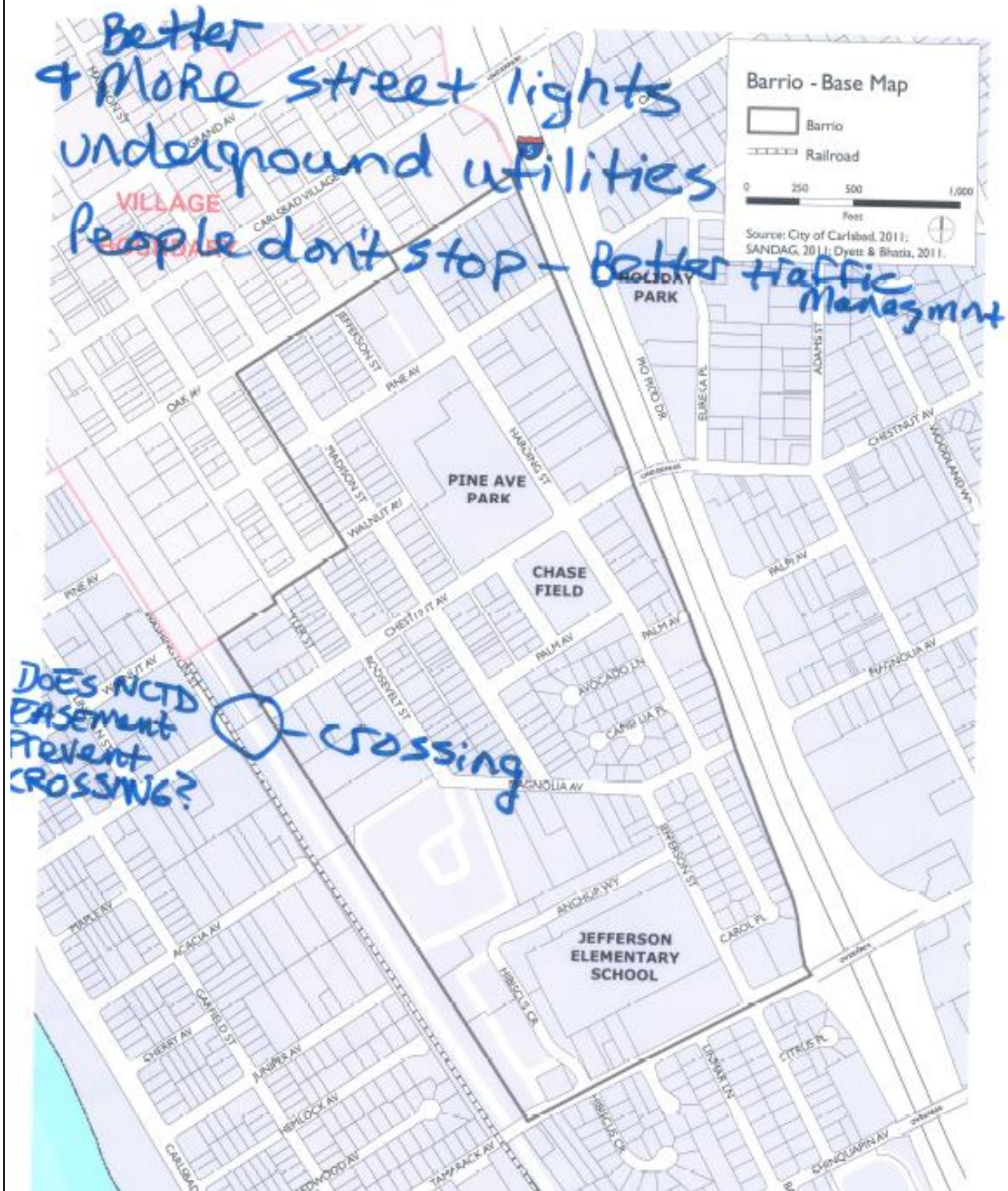
TABLE 6 MAP 2

TABLE 7 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> Some thought the core is between Oak Ave and Chestnut Ave, and Roosevelt St and Pine Park Others thought the core was larger – between Carlsbad Village Drive and Chestnut Ave/ Railroad and Harding St Important features: <ul style="list-style-type: none"> Lola's museum Senior center Church - Old St. Patrick 	<ul style="list-style-type: none"> Some thought why have high density in the Barrio? Density is fine as is. Don't increase housing. Will add traffic Others thought high density should be located close to freeway, north of Chestnut and Walnut avenues Some people thought density should not go above 15 units/acre Others thought 25-28 units/acre is okay 2 stories, but maybe could go to 3 Allow granny flats Revitalize Barrio homes – permit process faster/easier; no reassessment penalty Railroad crossing at Chestnut Ave Community garden <ul style="list-style-type: none"> Educate people on growing food Holistic/peace center Fabric shop Mixed use 	<ul style="list-style-type: none"> Traffic: too fast. Want slower speeds. Roundabouts would be good Chestnut Ave open from east to west Sidewalk on Tyler St (widen street; parking on both sides) Overhead crosswalk/undercrossing at railroad and Chestnut Ave (if overhead crosswalk – seniors will need elevator or escalator). Underground utilities Plan transit next to high density Smaller buses/transportation to transport people/seniors from Barrio to PO or banks, libraries, beach, at reasonable prices. Traffic is horrible by school – need to study what can be done Need more parking Improve timing of street lights Barrio gets unequal treatment compared to other areas (maintenance, trees, etc)

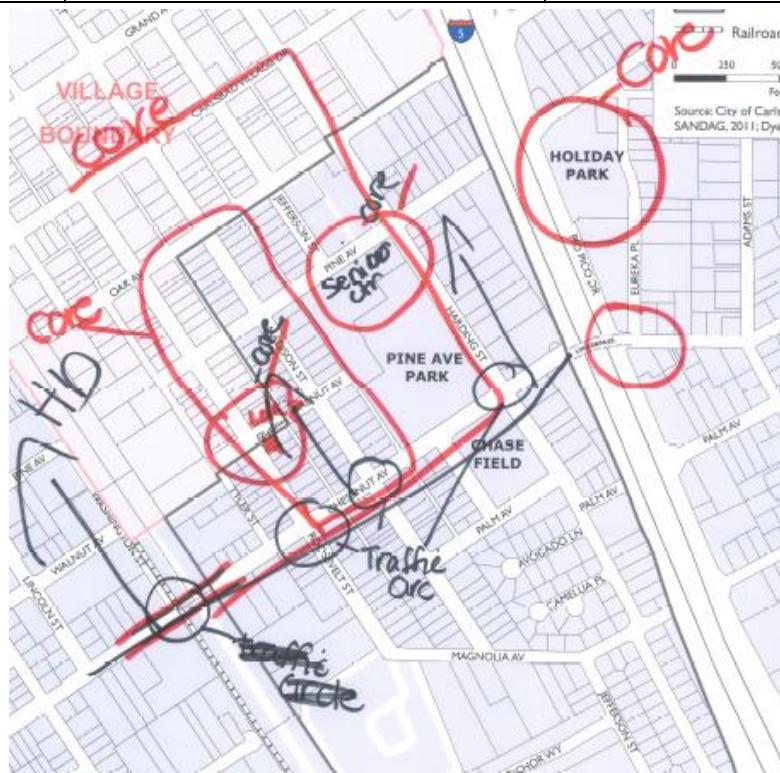


TABLE 8 NOTES AND MAP

Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
<ul style="list-style-type: none"> • “Core” – generally between railroad and Harding St/Oak Ave and Magnolia Ave • Important features: <ul style="list-style-type: none"> ○ Roosevelt St/Walnut Ave intersection ○ Chase field and Pine Park ○ Boys and Girls Club ○ Roosevelt St as Main Street • Roosevelt St west to railroad 	<ul style="list-style-type: none"> • West end by railroad tracks – additional multifamily housing 2-3 stories • East end (Pine-Palm/east of Harding) higher density/3 stories • Center of Barrio – lower density/2 stories • Perhaps some mixed-use from Lola’s to Village along Roosevelt St • East of Tyler St 3 stories • Finish park • Neighborhood services and shops • No boxing • Skate park 	<ul style="list-style-type: none"> • Roundabouts and crosswalks should have flashing lights • Roosevelt St roundabouts at Chestnut Ave and Walnut Ave • Underground utilities • Chestnut Ave through to beach • Roosevelt St and Madison St – pedestrian friendly (safer crossings) • Quiet Crossings at railroad • Safer railroad crossing at Carlsbad Village Drive • Wider sidewalks, add bike lanes • Continue rail trail



Cultural and Historic Character	Land Use and Housing	Connectivity and Streetscape Improvements
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<ul style="list-style-type: none"> • “Core” – around the two parks and extending west to Roosevelt St • This was the original play ground 	<ul style="list-style-type: none"> • Keep the area around the core as is • Police substation • If a house/building has been empty for 20 years, it should be knocked down • Finish the project across from Lola’s or knock it down • No more stores • Future Barrio Museum – if city owned, the city should only fund a “city” museum, not a private museum • Retain historical buildings 	<ul style="list-style-type: none"> • Improve underpass to Holiday Park and Library • Provide parking between park and Chase Field • Pine trees need to be removed (roots are invasive) around Senior Center • More benches • Many areas don’t have enough parking • Several homes are overcrowded/illegal residents • Walking areas should have cobblestones and artwork displays • Safer underpass • More lighting on all the streets • Banners in Barrio • Build a bridge to beach • Keep wide streets (like Roosevelt St)
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COMMENTS AND LETTERS



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

overpass at chestnut to beach
Should be named Buddy Lewis
Since he was a coach at Carlsbad
high to alot of the guys who
grow up in area, as well as mayor
for many years.



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

Roundabouts very necessary on Roosevelt



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

- 1) Sidewalks
- 2) Bike trails + Paths
- 3) YMCA Family Pool + Membership
- 4) We drive to Magdalena Ecke YMCA in Escondido
- 5) Community Garden
- 6) Street lighting - better



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

- ① Bridge/underpass at Chestnut to Reinstate beach access is the main reason myself & neighbors came to meeting.
- ② It looks like once again my elderly Hispanic neighbors are under represented at a community meeting. We can talk as much as we like about changes & beautification, but we need the whole community represented. Can they be reached out to somehow? A meeting that's not "after dark"? Something at Lola's? They are still an important & respected voice in our community.
- ③ Native plant garden in dump lot on Madison is good idea. I don't know why people don't park at senior center - it's a great lot.

One of the best things the City of Carlsbad did was preserve the huge ficus trees at Pine Park. Thank you! Also, by & large the Park is great — except for that one dump lot. Thanks again.



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

I enjoy the meeting
~~I like the information on the meeting~~



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

- very productive workshop
- Carlsbad residents appear to have similar concerns (ie underground utilities) clean up appearance)
many ideas were given for City to consider



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

Workshop very informative,
Great Turn Out!
Lots of good ideas!!!!



Barrio Workshop
March 10, 2011

COMMENT FORM

Please write any comments you have here:

I liked that each person
spoke up and suggested
what they like -

ATTN: GARY BARBERIO C/O
CITY OF CARLSBAD

03-11-2011
Emailed to Gary
gary.barberio@carlsbadca.gov

Gary,

I was at the town hall meeting last night for the Envision Project dealing with the area referred to as the 'Barrio'. I was born and raised in Carlsbad, and have spent my entire 56 years of life on Harding Street. I participated with the groups that were there, but wanted to note "for the record" certain items of importance, and/or items that were not addressed.

Note that I was one of the three representatives on the old "Barrio Specific Plan" chosen by the residents in our area to represent them in our last "discussion" for this neighborhood. Although I do not think that we are going down the same road, I definitely want you to consider involving the thoughts and wishes of the area residents before any "general plan" or "changes" are put forward that would result in a similar "backfiring" that occurred before.

First and foremost, the people would very much like the Chestnut Street access to the beach to include vehicles. From my understanding, we may be lucky just to get pedestrian traffic through is area.

Our second most concern is this. We do not want any improvements, and/or landscape changes, underground utility projects, etc., that will be assessed to us as homeowners, or individuals, on our property taxes (like what happened with the widening of Tamarack Avenue). From our understanding of dealing with SDGE, the underground utilities are not paid for by them anymore, and this fund has been used up.

The third, and most important concern, is this. Our properties (most of them) are existing lots that have much need for special provisions for building front porches, or covered carports, for the homes that have been there for years.

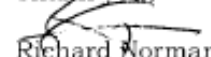
I personally went through this nightmare with the city on my own home. The parking requirements and setbacks for existing homes are way to stringent to allow any upgrading of any area, even if it is not living space. Given the opportunity, and with the help of the City Planning Department, I think the aesthetic improvements of porches, and removing the "temporary" parking covers that sprinkle our neighborhood, it would benefit us all, both in the appearance factor, and the functionality of being able to enter our homes, or our vehicles, without being covered with water.

The one (and only) advantage to the old "Barrio Specific Plan" that the people really liked, was the mentioning of being able to have front porches. If you want to see the perfect example, you need only look at the home right next to Lola's Market, and other homes in this area, that already have the front porches. This same "exception to the rule" is already in force on most of the "beachfront" residences, and commercial hotels. We only ask that you consider this in your master plan.

The last item, overwhelmingly, that I heard being expressed, is this.. We do not want any projects of any commercial type, in our area. I think the whole area would vastly improve if our limitations on existing structures was transformed, or changed, to incorporate the same rules and regulations that apply to the "beach area".

I would be glad to offer my time and input to you, or any of your staff, if you would like.

Thank you,



Richard Norman
Norman Insurance Agency, Inc.
ricnor@sbcglobal.net

(760) 729-1162, or cell (760) 604-9476

cc: Alex Kononchuk, K&K Laboratories
